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119CLASSIFICATION SECRETSECURITY INFORMATION
REPORT NO.

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COUNTRY East GermanyTOPIC Welzow AirfieldEVALUATION 25X1A PLACE OBTAINED 25X1ADATE OF CONTENT 25X1ADATE OBTAINED 25X1A DATE PREPARED 25X1A

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE

25X1X

25X1A

25X1A

- ☐ 1. The runway at Welzow airfield was equipped with white lamps at both sides. The approach lane in the north was marked by two parallel lines of lamps on poles which were higher the farther away they were located from the field. Permanent cantonment buildings were in the northeastern portion of the field. Some of them were in the woods. Since one of these buildings was designated 20 a, source concluded that there were at least 20 such buildings available at the field. Four new three-story barracks buildings, about 12 x 50 to 60 meters, and a new U-shaped kitchen building were located in the northeastern portion of the area, at the northern border of the woods in the direction of Welzow. AAA emplacements were between the runway and the two taxiways. The underground fuel dump included 48 fuel tanks, about 6 meters long and about 1.5 meters in diameter. Each two fuel tanks were covered by one concrete slab.

- ☐ 2. The following flying activity was observed between 18 August and 12 September 1953:

18 August. At about 1 p.m. a swept-back jet fighter towing a sleeve target from the direction of Welzow was seen over Spremberg. A second jet fighter flew attacks against this tow target and fired short rounds with the guns.

24 August. On about noon, firing at tow targets was practiced.

19 August. Individual swept-back jet fighters were flying over the area of Welzow.

20 August. Flying was practiced by jet fighters flying individually and in V-formation.

21 August. Day flying activity was observed at the field.

22 and 26 August. There was flying activity. On 26 August, a Yak-11 practiced aerobatics.

5 and 7 September. Around noon, firing at tow targets was practiced. Between

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25X1A

31 August and 12 September, flying was practiced almost daily by MiG-15s and/or UMIG-15s. Night flying was practiced frequently. In mid-September, the flying activity was apparently less intensive.¹

3. In the afternoon on 17 August, the inn-keeper at Welzow airfield station stated that on this day a shipment was shunted to the field. On 20 August, a train of 20 flatcars with sidetracks and 20 boxcars loaded with motor vehicles and billeting equipment was on the spur track leading to the airfield. The motor vehicles were unloaded from the railroad cars and driven in the direction of the airfield. [redacted]

25X1B

25X1B

25X1X

[redacted] In the morning on 22 August, a train of 28 coaches with Russian women and children was moved on the spur track in the direction of the airfield. On 8 September, a train of 40 boxcars was shunted to the airfield. Soviets later unloaded crates, about 2 meters long and 60 cm high. At about 4 p.m. on 10 September, a train composed of 18 flatcars with sidetracks moved from Welzow airfield to the railroad station. The train was loaded with construction machines, generators, six tractors with rollers for roads and six trucks. [redacted] from the Russian inscriptions of the motor vehicles that Soviet equipment, rather than equipment of a German Bau Union was involved.³

4. In late August, a laborer from Welzow airfield stated that, garages and billets were being constructed at the field and that 150 new workers would allegedly be hired to accelerate the construction work.
5. In August 1953, patrols of three Soviet air force soldiers were seen in Welzow. Source noticed that all officers were between 27 and 40 years of age and had several decorations. A sales woman stated that the Soviet commander had given permission for Soviet soldiers to go down town every second day. While EM had to return by 7 p.m., officers could stay out until reveille. On 21 September, this permission was withdrawn, after, on 20 September, at a dance hall five drunk air force officers threw out air force soldiers who had danced with Germans. Major Paulikhen (fin) (phonetic spelling) was deputy commander of the airfield.⁴

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25X1A

[redacted] 6.

In the afternoon on 7 September, swept-back jet fighters including [redacted] practiced flying individually and in formation. Twenty-four MiG-15s and/or UMIG-15s were parked on the taxiway in level with the flight control building and 8 to 10 aircraft were flying. Six gun barrels protruded over the board fence in front of the garages, south of the main entrance. The inner low frequency beacon was still at the western exit of Neu-Welzow. [redacted]

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[redacted] 7.

In the afternoon on 26 September, no flying was observed at Welzow airfield. Thirty to 40 jet fighters were parked on the taxiway. A great number of motor vehicles and AA guns was parked west of the road intersection near the old flight control building.²

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SECRET

- 3 -

25X1A

- 25X1A¹. Comment. The information was confirmed by various previous reports.
- 25X1A². Comment. Welzow airfield is occupied by an unidentified fighter regiment which had been transferred there from Koethen between 11 and 13 August. The number of 34 MiG-15s probably represents the equipment of the regiment. The type of flying is similar to the activities observed at other fighter airfields.
- 25X1A³. Comment. It was not determined where the trains which arrived on 17 and 20 September had come from. They presumably carried new equipment to the field to replace the equipment which had been shipped away during the transfer of units. The train which arrived on 22 August presumably carried dependents of officers stationed at Welzow. No confirmatory information was obtained on the shipment on 3 September. The information tends to indicate that the unloaded crates contained technical equipment, possibly auxiliary tanks. The construction equipment, observed on 10 September, probably belonged to a Soviet construction staff.
- 25X1A⁴. Comment. Difficulties of this sort were also observed with other units as a result of the new leave regulations. Major Paulikhen (phonetic spelling) is reported for the first time.

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